

ALBERTA

DEPT. OF
PUBLIC
WORKS

ANNUAL
REPORT

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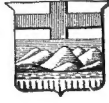
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ANNUAL REPORT
OF THE
Department of Public Works
OF THE
PROVINCE OF ALBERTA
1940-41

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

EDMONTON
PRINTED BY A. SHNITKA, KING'S PRINTER
1941

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Edmonton, July 17, 1941.

TO HIS HONOUR,

J. C. BOWEN,

Lieutenant Governor of the Province of Alberta.

SIR:

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ended March 31, 1941.

Respectfully submitted,

W. A. FALLOW,

Minister of Public Works.

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GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF PUBLIC WORKS

REPORT
OF THE
DEPUTY MINISTER OF PUBLIC WORKS
For the Fiscal Year Ended March 31st, 1941

HON. W. A. FALLOW,
Minister of Public Works.

SIR:

I have the honour to submit herewith report covering the activities of the Department of Public Works for the fiscal year ended March 31st, 1941.

HIGHWAYS, BRIDGES AND SURVEYS

The mileage of main highways maintained during the year was 3,884.5, being 29.5 miles over the previous year. The sum of \$399,280.49 was expended for construction and maintenance of District and Local roads.

All the grading and bituminous work was carried out by Departmental forces on a day labour basis.

There were some gravel crushing contracts awarded to different contractors working in the Province.

A number of pieces of equipment were rented to the contractors constructing airports for the Department of National Defense. These machines were rented to the contractors at the request of the Department of National Defense. A number of engineering parties were also loaned to the Department of National Defense for the surveying of airport sites. The expense of maintaining these engineering parties was borne by the Dominion Government.

A slightly smaller programme of construction was carried out by the Main Highways Construction Branch. Mechanically stabilized waterproofed base course gravel was placed on two sections of highway. These sections were later bituminous surface treated. Further progress was made in eliminating railway grade level crossings on main highways under agreement with the Board of Transport Commissioners for Canada.

The work of the Bridge Branch included erection of steel and timber bridges and culverts on main highways. All steel bridges were fabricated within the Province. Twenty-two steel bridges and 237 timber bridges were constructed and 172 bridges were repaired, making a total of 431 bridges dealt with during the year.

The report of the Director of Surveys shows a slight decrease in the number of surveys carried forward to the ensuing year and an increase in plans submitted by Municipal Districts.

BUILDINGS

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

A substantial construction programme was carried out, which included a start on the new dormitory unit at the Provincial Mental Institute, Oliver.

Details of maintenance, alterations and additions, and construction of buildings are contained in the report of the Superintendent of Buildings.

During the year the Normal School at Camrose and the Calgary Institute of Technology were rented to the Department of National Defense for the use of the Army and Air Force.

MECHANICAL BRANCH

The Boilers, Factories and Electrical Protection Acts, as well as operation of the Provincially owned Power Plants, are under the jurisdiction of the above Branch, and these activities are covered by the report of the Mechanical Superintendent.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, 1936, is administered by the above Board. A decrease in mileage covered by Public Service vehicles over the mileage of the previous fiscal year is reported.

PROVINCIAL GAOLS

Reports on these institutions show an average daily population for the year of approximately 482 prisoners, compared with 455 the previous year. The average net cost per prisoner for the period is lower than last year.

Respectfully submitted,

G. H. N. MONKMAN,

Deputy Minister.

MAIN HIGHWAYS MAINTENANCE
DISTRICT HIGHWAYS AND LOCAL ROADS
FERRIES, OPERATION, MAINTENANCE AND
REPLACEMENTS

(E. D. ROBERTSON, *Superintendent of Maintenance*)

Detailed information covering expenditure for the fiscal year 1940-41 is contained in the following statements submitted with this report:

1. Statement showing expenditure on maintenance and reconstruction of main highways. The total mileage of this class of highway is 3,884 50 miles. Expenditures as shown by the statement amounted to \$806,610.54.
2. A statement showing the distribution from both capital and income accounts of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of \$399,280.49 was made in this way.
3. A statement showing in detail the expenditure made in connection with the operation, maintenance and reconstruction of ferries from income account. There were 57 ferries in operation during the season at a total cost of \$113,257.99.

EXPENDITURE FOR MAINTENANCE OF MAIN HIGHWAYS

For the year ended March 31, 1941

Location	Miles	Amount
Carway to Pouce Coupe		
Carway to Nanton	105 7	\$ 9,948 23
Nanton to Didsbury	87 51	37,394 11
Didsbury to Wetaskiwin	100 63	40,941 88
Wetaskiwin to Edmonton	38 21	18,288 99
Edmonton to Mitsue	167 83	27,812 58
Bridge North of Mitsue to Springburn	146 99	21,427 64
Springburn to Dunvegan	94 60	15,424 37
Dunvegan to Pouce Coupe	121 62	20,844 44
Walsh to Banff		
Walsh to Bassano	140 52	21,126 59
Bassano to Banff	155 51	49,658 65
Medicine Hat to Crowsnest		
Medicine Hat to Grassy Lake	48 91	7,177 97
Grassy Lake to Crowsnest	155 21	47,661 54
Lethbridge to Coutts		
Lethbridge to Waterton	72 16	8,969 39
Pincher to Waterton		
Pincher to Waterton	78 01	16,295 77
Okotoks to N.E. Cor. 17-18-2-5 (Little New York)		
Okotoks to N.E. Cor. 17-18-2-5 (Little New York)	32 28	4,498 94
Calgary to Bowness Park		
Calgary to Bowness Park	23 95	7,365 66
Inverlake to Alsask		
Inverlake to S.E. Cor 16-28-21-4	4 70	299 82
S.E. Cor 16-28-21-4 to Alsask	57 5	15,742 04
Drumheller to Wayne		
Drumheller to Wayne	147 72	19,853 02
Red Deer to Nordegg		
Red Deer to Nordegg	7 7	982 50
Compeer to Rimbey		
Compeer to Rimbey	106 83	14,295 86
Hayter to Wetaskiwin		
Hayter to Wetaskiwin	155 02	18,324 50
Butze to Edmonton		
Butze to Edmonton	66 26	12,794 59
Edmonton to Chipman Corner		
Edmonton to Chipman Corner	173 45	23,266 69
Lloydminster to Jasper Park Boundary		
Lloydminster to Jasper Park Boundary	178 95	26,078 60
Carvel Corner to Whitecourt		
Carvel Corner to Whitecourt	47 37	8,196 87
Clyde to Barrhead Corner		
Clyde to Barrhead Corner	168 72	33,156 61
Wetaskiwin to Pigeon Lake		
Wetaskiwin to Pigeon Lake	199 46	43,566 04
Bentley to Sylvan Lake		
Bentley to Sylvan Lake	96 00	6,659 78
Beiseker to Nevis		
Beiseker to Nevis	31 30	6,016 94
Midnapore to Black Diamond		
Midnapore to Black Diamond	28 22	5,536 06
Monarch to High River		
Monarch to High River	11 1	1,841 59
Beiseker to Twining		
Beiseker to Twining	26 20	3,845 52
Twining to Nevis		
Twining to Nevis	60 71	8,533 72
Monarch to Carmangay		
Monarch to Carmangay	30 85	5,592 77
Carmangay to High River		
Carmangay to High River	26 68	2,605 31
	63 44	9,694 33

DEPARTMENT OF PUBLIC WORKS

Location	Miles	Amount
Vulcan Corner to Cheadle	43 60	5,415 55
Lethbridge to Iron Springs	24 49	3,653 95
Carbon West and South	16 65	1,306 10
Olds to Sundre	24 18	2,436 72
Edmonton to Cold Lake:		
Edmonton to Bon Accord and Waskateneau	65 86	2,677 01
Waskateneau, (Spedden) St Paul, Cold Lake	110 00	16,110 34
Jasper Highway to Edmonton Beach	2 32	149 62
Jasper Highway to Kapasiwin Beach	2 48	135 37
Jasper Highway to Seba Beach	2 13	320 65
Fulston to Macleod River	9 31	270 75
Alberta Beach Road	6 45	278 48
High Prairie to Grande Prairie:		
High Prairie to Crooked Creek	60 00	7,273 20
Crooked Creek to Grande Prairie	47 44	3,801 55
Grimshaw to Notikewin	75 00	12,780 60
Hanna to Viking:		
Hanna to Battle River	61 00	4,931 86
Battle River to Viking	56 00	4,626 20
Namoo to Gibbons	17 47	2,860 77
To Country Club	2 30	543 77
General (including Salaries)		74,598 93
		<u>\$765,891 33</u>
Add Reconstruction Expenditures by Construction Branch		
from Maintenance Funds (Apprn 706BH) (Mileage		
included above)		
Carway to Nanton		133 34
Nanton to Didsbury		14,667 44
Didsbury to Wetaskiwin		6,824 61
Wetaskiwin to Edmonton		7,553 81
Edmonton to Mitsu		2,318 56
Grassy Lake to Crowsnest		2,608 55
Pincher to Waterton		2,355 20
Lloydminster to Edmonton		3,068 20
Edmonton to Jasper Park Boundary		1,189 50
	3 884 50	\$ 40,719 21
Total Expenditure (Apprn 706B)		<u>\$806,610 54</u>

EXPENDITURE ON MAINTENANCE AND CONSTRUCTION OF DISTRICT
HIGHWAYS AND LOCAL ROADS

For the Year ended March 31, 1941

ID or MD No	Income	Capital	Total
ID 1	\$ 100 31	\$ 686 05	\$ 786 36
ID 2	93 74	1,357 90	1,451 64
ID 3	48 41	58 50	106 91
ID 4	1,585 42	467 31	2,052 73
ID 5	183 10	1,020 15	1,203 25
ID 6	460 14		460 14
ID 7	88 50	904 50	993 00
ID 8	1,777 98	592 31	2,370 29
ID 9	9,448 34		9,448 34
ID 31	31 91		31 91
ID 32	349 65	1,193 03	1,542 68
ID 35	67 11		67 11
ID 38	361 36	548 09	909 45
ID 61	549 58	2,873 93	3,423 51
ID 62	139 84	3 00	142 84
ID 63	82 91		82 91
MD 64	21 60	1,500 00	1,521 60
ID 66	603 23	500 00	1,103 23
ID 67	771 57	1,968 63	2,740 20
ID 68	236 36		236 36
MD 70	93 30		93 30
ID 71	177 02		177 02
ID 91	1,543 36	2,153 53	3,696 89
ID 92	829 35	487 45	1,316 80
ID 93	751 75	1,935 28	2,687 03
MD 94	47 06		47 06
ID 96	3 33		3 33
ID 97	367 54	5,496 88	5,864 42
ID 100	1,386 24	1,502 50	2,888 74
ID 101	8 40		8 40
ID 123	3,225 73		3,225 73
ID 125	246 84	2,563 50	2,810 34
ID 130	179 56	3,175 44	3,355 00
ID 131	552 85		552 85
ID 134	43 92		43 92
ID 217	2,764 85		2,764 85
ID 222	1,661 10	188 40	1,849 50
ID 223	165 72		165 72
ID 247	2,637 02		2,637 02
ID 251	133 15		133 15

ID or M D No	Income	Capital	Total
ID 252	\$ 1,216 83		\$ 1,216 83
ID 276	4,402 62		4,402 62
ID 282	2,459 61		2,459 61
M D 343	2,459 68		2,459 68
ID 344	299 95		299 95
M D 398		\$ 2,482 92	2,482 92
ID 403	1,587 58		1,587 58
M D 425	200 00		200 00
M D 431	34 80		34 80
ID 432	809 18		809 18
M D 460	4,194 45	2,758 43	6,952 88
ID 461	2,229 43	95 50	2,324 93
ID 462	599 95		599 95
ID 466	122 00		122 00
M D 482	200 00		200 00
M D 487	150 00		150 00
ID 490	22 50		22 50
ID 491	3,392 07	1,077 07	4,469 14
M D 518	50 73		50 73
M D 519	350 00		350 00
ID 522	3,697 95		3,697 95
ID 524	101 40		101 40
ID 525	27 20		27 20
ID 526	18 42		18 42
ID 527	5 00		5 00
ID 541	1,117 57		1,117 57
M D 543	42 60		42 60
M D 544	1,755 27		1,755 27
M D 548	584 85		584 85
ID 553	1,442 92		1,442 92
ID 554	1,649 45		1,649 45
ID 555	1,220 76		1,220 76
ID 556	45 06		45 06
ID 571	60 92		60 92
M D 575	177 51		177 51
ID 583	2,718 38		2,718 38
ID 584	2,435 65		2,435 65
ID 601	3,788 55		3,788 55
ID 602	1,302 75		1,302 75
ID 603	455 37	1,470 70	1,926 07
ID 604	760 31		760 31
M D 605	225 18		225 18
ID 606	42 73		42 73
ID 607	2,239 26		2,239 26
ID 611	2,324 06		2,324 06
ID 612	1,197 20		1,197 20
ID 613	182 50		182 50
ID 615	199 83		199 83
ID 631	3,952 87	1,320 00	5,272 87
ID 634	129 63		129 63
ID 635	7,743 96		7,743 96
ID 636	1,202 20		1,202 20
ID 639	1,223 09		1,223 09
ID 640	1,550 59		1,550 59
ID 641	3,023 40		3,023 40
ID 664	7 02		7 02
ID 665	1,516 43		1,516 43
ID 666	1,924 09		1,924 09
ID 667	5,013 36		5,013 36
ID 669	686 97		686 97
ID 695	905 23		905 23
ID 696	823 30		823 30
ID 697	2,489 81		2,489 81
ID 699	799 44		799 44
ID 706	11 00		11 00
ID 707	233 00		233 00
ID 708	167 30		167 30
ID 709	335 29		335 29
ID 710	80 96		80 96
ID 726	651 27		651 27
ID 727	224 02		224 02
ID 729	342 10		342 10
ID 730	52 50		52 50
ID 732	44 24		44 24
ID 733	836 72		836 72
ID 738	503 95		503 95
ID 741	1,197 06		1,197 06
ID 742	414 80		414 80
ID 764	4,137 74		4,137 74
ID 765	6,240 55		6,240 55
ID 766	520 13		520 13
ID 769	2,031 33		2,031 33
ID 770	2,282 27		2,282 27
ID 771	2,928 14		2,928 14
ID 772	693 57		693 57
ID 793	10 00		10 00
ID 794	709 95		709 95
ID 795	35 65		35 65
ID 796	3,363 01	1,492 19	4,855 20
ID 797	908 16		908 16
ID 800	596 22		596 22

DEPARTMENT OF PUBLIC WORKS

I D or M D No	Income	Capital	Total
I D 801	\$ 56 87		\$ 56 87
I D. 825	757 62		757 62
I D 826	1,246 72		1,246 72
I D 828	1,350 45		1,350 45
I D 830	3,408 09		3,408 09
I D 831	1,818 12		1,818 12
I D 843	650 10		650 10
I D 855	1,978 48		1,978 48
M D 858	3 60		3 60
I D 859	3,911 02		3,911 02
I D 861	50 02		50 02
I D 866	117 20		117 20
I D 877	10 00		10 00
I D 886	1,519 39		1,519 39
I D 887	1,633 00		1,633 00
I D 888	1,368 91		1,368 91
I D 889	1,031 37		1,031 37
I D 890	22 40		22 40
I D 891	401 63		401 63
I D 916	560 05		560 05
I D. 917	410 64		410 64
I D 920	125 10	\$ 28 80	153 90
I D 921	27 36	463 41	490 77
I D 946	2,550 53		2,550 53
I D 947	8 40		8 40
I D 977	323 33		323 33
I D 978	21 40		21 40
I D 997	137 50		137 50
I D 1038	34 00		34 00
I D 1094	14 04		14 04
Appropriation to Indian Reserves	4,541 16	4,043 66	8,584 82
Sub-total	\$181,050 00	\$ 46,409 06	\$227,459 06
Special Appropriation:			
Nanton-Didsbury (Drainage of Hamilton Slough)	\$ 521 85	\$ 284 78	\$ 806 63
Edmonton-North of Mitsue	6,883 41	882 00	7,765 41
Lloydminster-Edmonton	65,817 15	47,698 65	113,515 80
Carvel Corner-Whitecourt	13,277 59		13,277 59
Granada-Styal		13,354 12	13,354 12
Road to River Airport		429 00	429 00
Ashmont Westerly		1,888 98	1,888 98
Ponoka Institute Road		462 08	462 08
General	18,415 25	1,906 57	20,321 82
	\$285,965 25	\$113 315 24	\$399,280 49
SUMMARY			
Income Account Appropriation 707B		\$285,965 25	
Capital Account Appropriation 771B		113,315 24	
			\$399,280 49

EXPENDITURE ON OPERATION, MAINTENANCE AND REPLACEMENT OF FERRIES

For the Year ended March 31, 1941

Location	River	Operation and Maintenance		Replacements and Installation		Total
Desjarlais	North Saskatchewan	\$ 1,798 22	\$	42 36	\$	1,840 58
Holmes Crossing	Athabasca	1,600 74		883 36		2,484 10
Dorothy	Red Deer	1,518 17		1,639 20		3,157 37
Pakan	North Saskatchewan	1,635 43				1,635 43
Garrington	Red Deer	2,234 01		17 06		2,251 07
North of Lloydminster	North Saskatchewan	910 43				910 43
Athabasca	Athabasca	2,146 60		2,275 81		4,422 41
Lett's Crossing	Pembina	865 23				865 23
Shandro	North Saskatchewan	1,912 31		20 79		1,933 10
Hopkins	North Saskatchewan	970 36		5 14		975 50
Hutton	Red Deer	1,121 85		159 90		1,281 75
Rocky Mountain House	North Saskatchewan	1,295 31		2,426 74		3,722 05
Lac Ste Anne	Narrows	814 70				814 70
Lea Park	North Saskatchewan	1,684 64				1,684 64
Eldorena	North Saskatchewan	1,339 14		639 26		1,978 40
Sangudo	Pembina	821 24		1,994 59		2,815 83
South of Holborn	North Saskatchewan	743 58		1,942 37		2,685 95
Dunvegan	Peace	3,146 65		14 85		3,161 50
Bow Island	South Saskatchewan	841 83		1,456 31		2,298 14
North of Myrnam	North Saskatchewan	2,603 70				2,603 70
Genesee	North Saskatchewan	765 99				765 99
Steveville	Red Deer	1,492 03		242 14		1,734 17
Goodwin Crossing	Smoky	1,697 03		60 30		1,757 33
Bredin Crossing	Bow	1,057 56		15 66		1,073 22
West of Munson	Red Deer	1,424 16		1,103 89		2,528 05
Berrymoor	North Saskatchewan	1,805 05		1,498 10		3,303 15
Finnegan	Red Deer	929 34				929 34
Lindberg	North Saskatchewan	987 61		8 30		995 91
Allendale Crossing	McLeod	985 28		886 73		1,872 01
Vinca Crossing	North Saskatchewan	781 09		82 52		863 61
McLeod Valley	McLeod	1,499 12				1,499 12
North of Jenner	Red Deer	1,185 11		46 64		1,231 75
Gregory Crossing	Red Deer	806 36				806 36
Proposed Ferry at Empress	Red Deer			93 00		93 00
West of Morrin	Red Deer	1,688 29		75 77		1,764 06
Elk Point	North Saskatchewan	2,764 94		452 02		3,216 96
Smith	Athabasca	2,143 41		2,505 42		4,648 83
South of Grande Prairie	Wapita	873 58		1,548 82		2,422 40
Klondyke Crossing	Athabasca	976 85		1 60		978 45
Flatbush	Pembina	806 21		5 60		811 81
South of Wembley	Wapita	945 39		1,730 90		2,676 29
East Coulee	Red Deer	2,186 25				2,186 25
West of Fawcett	Pembina	803 56		40 18		843 74
South of Crowfoot	Bow	1,598 34		66 38		1,664 72
South of Fawcett	Pembina	874 48				874 48
Waskateneau	North Saskatchewan	1,532 48		208 28		1,740 76
North of Blue Ridge	Athabasca	1,209 80		125 89		1,335 69
Mahaska	McLeod	770 85		43 66		814 51
North of Atlee	Red Deer	806 56		37 86		844 42
Watina	Smoky	1,083 67		44 15		1,127 82
Forbesville	North Saskatchewan	1,691 87		1,584 29		3,276 16
South of Empress	South Saskatchewan	1,308 64				1,308 64
Rosevear	McLeod	760 23		4 10		764 33
Warspite	North Saskatchewan	916 30				916 30
Fort Vermilion	Peace	1,405 39				1,405 39
Heinsburg	North Saskatchewan	1,780 94		2,757 13		4,538 07
Rosedale	Red Deer	2,078 75				2,078 75
Beauvallon	North Saskatchewan	1,325 35		426 54		1,751 89
Bowslope	Bow	959 22		257 53		1,216 75
Ferries—General		4,960 92		114 71		5,075 63
Appropriation No 704—Income Account		\$ 83,672 14	\$	29,585 85	\$	113,257 99

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1, 1940-March 31, 1941

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the year, 11 crews were employed on bridge work, one of these being used on painting steel bridges.

Some ferry construction and maintenance was undertaken, and several bridges were built in connection with new Main Highway construction.

All steel spans were fabricated within the Province, the following being a list of the same:

CONSTRUCTION

Size	Stream	Location
1- 60 foot span	Strawberry Creek	W 13-49- 3-5
1- 80 foot span	Vermilion River	N W 32-53- 3-4
1-100 foot span	Sucker Creek	S E 23-58-20-4
1-125 foot span	Battle River	S E 22-40-14-4
1-125 foot span	Belly River	N E 17- 2-28-4
1- 80 foot span	Pincher Creek	N W 8- 7-28-4
1- 80 foot span	Beaverlodge River	N W 20-72-10-6
1- 60 foot span	Berry Creek	S 14-27-12-4
1- 45 foot span	Sturgeon River	R L 27-54-25-4

NEW SUB-STRUCTURES

1- 80 foot span	W Prairie River	W 14-74-17-5
1- 40 foot span	Serviceberry Creek	E 22-26-23-4
1-125 foot, 1-80 foot spans	Clearwater River	E 9- 39- 7-5
2-100 foot, 1-150 foot spans	Pembina River	N 15-63-27-4
1- 80 foot span	Battle River	N E 7-46-22-4
1- 80 foot span	Blundman River	W 16-42- 2-5
1- 80 foot span	Kneehill Creek	E 9-30-25-4
1- 60 foot span	Whitemud Creek	N 24-51-25-4
1- 35 foot span	Whitemud Creek	S 3-51-25-4
1- 30 foot span	Stopping Creek	In 19-66-22-4
1- 80 foot span	Rosebud Creek	S 33-27-20-4
1- 80 foot span	Raven River	N W 31-35- 3-5
1- 40 foot span	Ings Creek	S W 34-18- 3-5

SUMMARY OF WORK ON BRIDGES, 1940-41

Steel bridges as shown above	22
Timber bridges constructed	237
*Bridges maintained	172
	431

*33 of the maintained bridges were painted.

MAIN HIGHWAYS BRANCH

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

A slightly smaller programme of construction was carried out by this Branch during the season of 1940. Mechanically stabilized waterproofed base course gravel was placed on two sections of highway, 12.70 miles between Hobbema and Wetaskiwin being placed from a travelling plant, and 20.23 miles between Calgary and Okotoks being placed from a stationary plant. Both sections of highway were later bituminous surface treated.

Two railway grade crossings at Mundare were eliminated for main highway traffic by the construction of the main highway easterly from Chipman Corner. Orders of the Board of Transport Commissioners for Canada were issued authorizing the installation of advance warning signal devices at four railway grade crossings on the Jasper Highway between Edson and Hinton. Field parties made 123.8 miles of preliminary surveys after the conclusion of the construction season.

Following is a statement of the work performed during the year ending March 31, 1941:

GRADING

MAIN HIGHWAYS

Location	Miles	Type	Work Done by
St Albert to Morinville	11 76	S E G	Day Labour
Chipman Corner to Vegreville	26 00	S E G	Day Labour
Vegreville to Lavoy	7 65	S E G	Day Labour
Blackfoot to Lloydminster	6 49	G R	Day Labour
Duffield to Fallis	13 19	S E G	Day Labour
Gainford Revision	1 94	S E G	Day Labour
Sundance to Marlboro	4 86	S E G	Day Labour
Galloway to Berks	3 30	S E G	Day Labour
Medicine Lodge to Obed	11 00	S E G	Day Labour

TOTAL 86 19

S E G, Standard Earth Grade, 79 70 miles, G R, Grade Re-condition, 6 49 miles

SECONDARY HIGHWAYS

Location	Miles	Type	Work Done by
Gunn to Glenevis	5 05	S E G	Day Labour
North of Bon accord to Coronado	5 53	S E G	Day Labour

TOTAL 10 58

S E G, Standard Earth Grade, 10 58 miles

MISCELLANEOUS

Location	Miles	Type	Work Done by
Spedden to Vilna	4 01	S E G	Day Labour
Mundare Connection	1 36	E G	Day Labour
Edmonton Seaplane Base Road	0 43	E G	Day Labour

TOTAL 5 80

S E G, Standard Earth Grade, 4 01 miles, E G, Earth Grade, 1 79 miles

GRAVELLING

FIRST COURSE GRAVEL—MAIN HIGHWAYS

Location	Miles	Work Done by
St Albert to Morinville	11 76	Day Labour
Chipman Corner to Royal Park	19 54	Day Labour
Royal Park to Vegreville	4 93	Oliver Machinery Co
Vegreville to Lavoy	7 64	Day Labour
Vegreville Revision	1 64	Day Labour
Duffield to Fallis	13 19	Day Labour
Gainford Revision	1 94	Day Labour
Sundance to Dandurand	5 36	Poole Construction Co., Ltd.
Galloway to Berks	3 27	Poole Construction Co., Ltd.
Medicine Lodge to Obed	10 50	Poole Construction Co., Ltd.

TOTAL 79 77

Day Labour, 55 71 miles; Contract, 24 06 miles

DEPARTMENT OF PUBLIC WORKS

SECONDARY HIGHWAYS

Nil

MISCELLANEOUS

Location	Miles	Work Done by
Mundare Connection	1 27	Day Labour

REPLACEMENT GRAVEL—MAIN HIGHWAYS

Location	Miles	Work Done by
Blackfoot to Lloydminster	6 49	Day Labour
Granada to Niton	16 30	H G Macdonald & Co
Styal to Granada	8 99	H G Macdonald & Co
Brine's Corner to Edson	11 12	H G Macdonald & Co
Edson to Sundance	8 26	H G Macdonald & Co
Berks to Medicine Lodge	0 52	H G Macdonald & Co
TOTAL	51 68	
Day Labour, 6 49 miles, Contract, 45 19 miles		

SECONDARY HIGHWAYS

Nil

MISCELLANEOUS

Location	Miles	Work Done by
Town of Edson	0 63	H G Macdonald & Co

WATERPROOFED STABILIZED BASE COURSE GRAVEL—MAIN HIGHWAYS

Location	Miles	Work Done by
Wetaskiwin to Hobbema	12 70	Material by Willson Constr Co, Ltd Mixed and Spread by D P W
Calgary to Okotoks	20 23	Material by Poole Constr Co, Ltd Mixed and Spread by D P W
TOTAL	32 93	

SUMMARY OF GRAVELLING

Type	Day Labour	Contract	Total
First Course Graveling	56 98	24 06	81 04 miles
Replacement Graveling	6 49	45 82	52 31 miles
Stabilized Base Course Graveling	32 93		32 93 miles
TOTAL	96 40	69 88	166 28 miles

BITUMINOUS SURFACING

MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Calgary to Okotoks	20 23	Surface Treatment	Day Labour
Hobbema to Wetaskiwin	12 70	Surface Treatment	Day Labour
TOTAL	32 93 miles		
Crossfield to Red Deer	62 72	Seal Coat	Day Labour
Monarch to Lethbridge	12 20	Seal Coat	Day Labour
Bellevue to West Coleman	7 35	Seal Coat	Day Labour
Edmonton to Stony Plain	15 88	Seal Coat	Day Labour
TOTAL	98 15 miles		
Calgary to Crossfield	5 00	Re-treatment	Day Labour
Olds to Bowden	1 25	Re-treatment	Day Labour
Bowden to Red Deer	7 20	Re-treatment	Day Labour
Millet to Edmonton	2 52	Re-treatment	Day Labour
Macleod to Pincher	5 81	Re-treatment	Day Labour
Pincher to Waterton	12 10	Re-treatment	Day Labour
TOTAL	33 88 miles		

MISCELLANEOUS

City of Wetaskiwin	0 63	Surface Treatment	Day Labour
Blairmore	1 00	Seal Coat	Day Labour
Asphalt Used		1,119,518	Gals
Aggregate Used		34,154	Cu Yards
Area Treated		2,241,744	Sq Yards

TOTAL GRAVEL QUANTITIES TAKEN OUT UNDER ALL SURFACING PROJECTS

	By Day Labour	By Contract	Tot Cu Yds
Crushed Gravel to Railway Cars	18,388 0	48,150 0	66,538 0
Crushed Gravel to Trucks or Stockpile	18,848 0	207,775 0	226,623 0
Screened Gravel to Trucks	9,396 0		9,396 0
Crushed Gravel from Stockpiles to Trucks	18,816 0		18,816 0
TOTAL CUBIC YARDS	65,448 0	255,925 0	321,373 0

CABLE GUARD ERECTION

Location	Posts Installed	Cable Guard	Work Done by
St. Albert to Morinville	263		Day Labour
Stony Plain to Carvel Corner	849	14,840 L F	Day Labour
Langford Park	7	210 L F	Day Labour
Gainford Revision	93	1,620 L F	Day Labour
Pedley to Hinton	540	7,200 L F	Day Labour
TOTALS	1,752	23,870 L F	

PRELIMINARY SURVEYS

Location	Miles	Remarks
Vermilion to Blackfoot	31 0	Re-location
Innisfree to Claysmore	18 7	Re-location
Lavoy to Innisfree	12 8	Re-location
Vilna to Smoky Lake	22 4	
Bickerdike to Coalspur	38 9	
TOTAL	123 8	

MAIN HIGHWAYS CONSTRUCTION
STATEMENT OF EXPENDITURE, YEAR ENDED MARCH 31, 1941

Project No	Description	Total	Preliminary Engineering	Clearing, Grubbing and Grading	Culverts and Bridges and Cable Guard	Compensation	Gravel Surfacing	Bituminous Surfacing	Gravel Stabilization	General
1-B-3	High River-Calgary	\$ 155,634.99	\$ 31.94	\$ 24.19	\$ 127.99		\$ 405.84	\$ 56,363.04	\$ 98,681.99	
1-C-1	Calgary-Carstairs	13,493.07					947.76	11,717.93	827.38	
1-C-2	Carstairs-Bowden	15,160.82						14,888.42	272.40	
1-C-3	Bowden-Red Deer	41,478.35			18.40		43.88	40,300.14	1,115.93	
2-C-2	Calgary-Banff	10.00								
1-D-2	East Boundary Ponoka-East Millet	132,249.73	157.68	58.86	2,233.95	10.00	3,432.55	33,847.75	92,518.94	
1-D-3	Near Millet-Edmonton	36,878.35	70.00				527.60	25,076.93	11,203.82	
1-E-1	Edmonton-Near Legal	66,008.10	1,017.42	34,494.35	2,365.85	1,727.41	26,403.07			
1-H-1	Peace River-Dunvegan	396.76				396.76				
2-A-1	Alberta-Saskatchewan Boundary-Corner Mann and 4th Avenue, Medicine Hat	10.68		2.63			8.05			
2-B-3	N E 12-24-23-4-Calgary	3,342.52	160.82			3,181.70		8,803.74		
3-B-1	Lethbridge-Macleod	11,347.33		1,002.19		579.48	961.92	10,157.56	6,814.23	\$ 2.17
3-B-2	West of Macleod-Pincher Junction	16,973.96						4,595.54		
3-B-4	Bellevue-B C Boundary	4,635.54				40.00				
4-A-1	Lethbridge-Mile 35.37	280.64	280.64							
4-A-2	Mile 35.37-Coutts	404.85	404.85							
6-A	Pincher-Waterton Park	12,712.87	23.00			243.50		12,712.87		
7-A	S E 1/2 29-20-29-4-N E 17-18-2-5	266.50				1,603.60				
11-A	Red Deer-Rocky Mountain House	1,643.60		40.00						
11-C	Brazeau-Banff Park Boundary	138.55	138.55							
15-A-1	Jasper Ave and 100th St, Edmonton, to East Boundary, Fort Saskatchewan	216.48	216.48				8,784.05			
16-A-1	S E Cor 1-50-1-4-West Boundary Vermilion	12,476.23	3,611.06	81.12						
16-A-2	West Boundary Vermilion-2nd St West and 1st St South, Innisfree	2,475.54	2,431.21	20.16			24.17			
16-A-3	2nd St West and 1st St South, Innisfree, to East Boundary Vegreville	30,570.38	1,227.75	17,859.52	1,603.83	402.66	9,476.62			
16-B-1	East Boundary Vegreville	31,823.39	969.83	13,467.73	1,458.73	3,084.20	12,862.90			
16-C-1	Edmonton S W 1/4 6-53-1-5	12,191.53		1.00	32.40	220.00	147.67	11,790.46		
16-C-1-R	Edmonton S W 1/4 6-53-1-5	18.90	18.90							
16-C-2-R	S W 1/4 6-53-1-15 North Boundary Entwistle	6,020.71	4,895.59		218.74	161.10	745.28	5.00		
16-C-2	S W 1/4 6-53-1-15 North Boundary Entwistle	106,393.68	254.97	61,322.51	9,314.33	1,285.07	34,211.86			
16-C-3	Entwistle-Creek-Creek	29,035.74					21,709.81			
16-D-1	Carrot-Pedley	80,288.57	1,296.02	2.74	2,755.16		36,840.18			
16-D-2	Edson-Pedley	12,287.64	76.59		3,282.54					
17-A-1	Junction Highway No 16-Sangudo	15,535.23				188.46				

28-A	Bon Accord-Easterly	14,590 38	1,490 55	10,937 74	1,745 58	416 51			
35-A	Grimshaw-Notikewin	69 06	53 76	15 30					
41-5-18	Vermilion South	237 05	237 05						
41-7-2	Ashmont-Westerly	15,888 82	2,143 11	12,305 63	838 95	601 13			
41-11-23	Peace River-Fort St. John	121 67	121 67						
40 00E	General	106 98		106 10			88		
40 00E2	Town of Blairmore	250 85					250 85		
40 00E6	Cable Guard Erection	2,774 72							
40 00E15	Town of Edson	1,399 36							
40 00E23B	Town of Medicine Hat	1,283 40							
40 00E23A	Town of Redcliff	25 50							1 283 40
40 00E28	City of Red Deer	147 90				25 50			147 90
40 00E42	City of Drumheller	136 05							136 05
40 00E43	City of Wetaskiwin	213 30							213 30
40 00E47	City of Lethbridge	853 50							853 50
40 00E71	City of Edmonton	4,138 50							4,138 50
40 00E72	City of Calgary	2,607 60							2,607 60
3077	Gravel Pits-General	6,129 20	59 28	641 98	60 00	28 50	3 470 10	99 07	
4065	Road to River Airport-East of Edmonton	1,218 93							
48995	Bickerdike-Coalspur	5,656 68							
3083	General and Administration	26,636 28					1,832 97		
		\$ 946,611 87	\$22,149 81	\$208,964 19	\$ 28,831 17	\$14,175 58	\$211,533 76		\$24,803 31
									\$34,785 73

SUMMARY

Appropriation No 754A	\$ 35,752 02
Appropriation No 754B	910,859 85
	<u>\$946,611 87</u>

NOTE. Reconstruction work in the sum of \$192,218 82 was also undertaken by the Branch. Payment for same was made from Appropriations 706BH-707BH-771BH, and is included in Statement for Main Highways Maintenance and District and Local Roads

SURVEYS BRANCH

Report for the Fiscal Year ending March 31, 1941

(A. P. C. BELYEA, *Director of Surveys*)

During the year four field parties were employed on road surveys from the first week of May until the end of October, and an additional party was engaged on survey of Main Highways for part of the season.

The following is a summary of the work of this Branch during the past year:

Surveys required and brought forward from 1939 (after revising schedule)	371
Surveys asked for during 1940	128
Surveys made during 1940	123
Surveys carried over to 1941	376
Plans submitted and examined on behalf of Municipal Districts	138
Titles issued to roadways surveyed by Municipal Districts	129
Plans prepared and filed in Land Titles Office	125
Certificates of Title received for roadways	101
Certificates of Title received for lands given for public purposes under Departmental regulations as to subdivisions	7
Certificates of Title to public buildings	9
Transfers issued covering lands no longer required	193
Number of plans of subdivisions approved	69
Plans submitted by Department of Water Resources	20
Plans of Power and Transmission Lines	19
Vouchers issued for compensation	518
Leases of road allowances in force	160
Leases of road allowances applied for	36

Location of highways, roads, road diversions, telephone right-of-way and miscellaneous areas surveyed

MAIN HIGHWAYS

Medicine Hat-Crowsnest—At Coleman
 Lethbridge-Cardston—Secs 29 and 32, twp 4-23-4
 Trans-Canada—Twp 24, rges 23 and 24-4
 Lacombe-Compeer—Sec 6, twp 39, rges. 21-4
 Edmonton-Jasper—Twp 53, rges 3-4-5, W 5
 Edmonton-Lloydminster—Twp 53, rges 16, 17, 18, W 4th
 Edmonton-Chauvin—Sec 3 and 4, twp 45-5-4
 Edmonton-Athabasca, St Albert to Morinville—Twps 54 and 55-25-4

ROAD SURVEYS

I D's and M D's

I D 8	Twp 3 and 4, rges 21 and 22, W 4th
M D 37	W $\frac{1}{2}$ Sec 16, twp 6-20-4
I D 38	Secs 5 and 6, 31 and 32, twps 5 and 6-22-4
I D 68	NW $\frac{1}{4}$ 1, twp 9-22-4
I D 71	SW $\frac{1}{4}$ 1, twp 9-3-5
" "	NW $\frac{1}{4}$ 36, twp 8-3-5
" "	Secs 13 and 14, twp 8-3-5
" "	NW 20, twp 7-3-5
M D 99	Sec 31, twp 10-26-4
I D 100	twp 9, rges 27 and 28-4 and Brocket I R
I D 160	NW $\frac{1}{4}$ 12, twp 16-2-5
" "	Sec 29 and 30, twp 18-2-5.
" "	Sec 16 and 17, twp 18-2-5
I D 161	twp 18-3-5
" "	twp 17-3-5
M D 214	NE $\frac{1}{4}$ 4 and SE $\frac{1}{4}$ 9, twp 28-15-4
I D 247	W $\frac{1}{2}$ Sec 32, twp 26-19-4.
I D 276	NE Sec 9, twp 29-20-4
" "	SE Sec 29, twp 29-20-4
" "	Sec 3, 4, 23, 26, 34 and 35, twp. 28 and 29-19-4
" "	SE $\frac{1}{4}$ 6 and NE 31, twp 27 and 28-19-4
" "	E $\frac{1}{2}$ Sec 7, twp, 28-19-4.
" "	E $\frac{1}{2}$ Sec 30, twp 27-20-4
" "	SE Sec 7, twp 29-19-4
M D 393	NE $\frac{1}{4}$ Sec 5, twp 41-7-4
M D 458	NW 23 and SW 26, twp 46-24-4
I D 460	S $\frac{1}{2}$ Sec 14, twp 47-1-5
M D 518	Sec 30, twp 52-23-4
M D 548	Secs 10 and 13, twp 56-24-4
I D 553	Sec 15, twp 54-11-5
I D 606	Secs 6 and 7, twp 61-18-4
" "	Sec 7, twp 62-18-4
I D 607	Sec 9, twp 63-19-4
" "	Secs 14 and 23, twp 61-19-4

I D's and M D's

I D	607	Secs 2, 3, 4, 8, 9, 10, 17 and 18, twp 63-20-4.
"	"	Secs 27, 28, 34, 35 and 36, twp 63-21-4
"	"	Secs 24, 25 and 26, twp. 61-19-4
"	"	Secs 20, 29 and 32, twp. 63-19-4
M D.	610	Sec 20, twp 60-3-5
I D	611	Secs 1, 12 13 and 24, twp 60-5-5
"	"	Secs 11 and 14, twp 61-4-5
"	"	Secs 19, 20 and 29, twp 60-4-5
"	"	Secs 24 and 25, twp 61-6-5
"	"	Secs 7, 18, 19 and 30, twp 61-5-5
"	"	Sec 27, twp 60-5-5
"	"	Secs 17, 18 and 20, twp 60-4-5
"	"	Secs 20 and 21, twp 60-6-5
"	"	Secs 14 and 23, twp 60-5-5
"	"	Sec 17, twp 60-4-5
"	"	Sec 35, twp 60-6-5
"	"	Secs 2, 11 and 12, twp 61-6-5
"	"	Sec 5, twp 60-4-5
"	"	Sec 34, twp. 60-6-5
I D	612	Secs 1 and 12, twp 59-10-5
I D	613	Twps 61 and 62, rges 8 and 9, W 5th
I D	636	Sec 27, twp 66-17-4
"	"	Secs 9, 15 and 16, twp 65-16-4
"	"	Secs. 16 and 21, twp 65-17-4
I D	638	Sec 32, twp 66-22-4
I D	639	Secs 4 and 9, twp. 63-5-4
"	"	Secs 15 and 22, twp 63-26-4
"	"	Sec 31, twp 63-26-4.
"	"	Sec 3, twp 65-27-4
"	"	Sec 34, twp 64-27-4
"	"	Sec 30, twp 63-26-4
I D	640	Secs 25, 26, 27, 28, twp 63-2-5
"	"	Secs 1, 2, 11 and 14, twp 65-2-5
"	"	Secs 28, 29 and 33, twp 65-1-5
"	"	Secs 17 and 20, twp 65-2-5
"	"	Sec 15, twp 66-2-5
"	"	Sec 34, twp 63-1-5
I D	641	Secs 25 and 36, twp 63-6-5
"	"	Sec 31, twp 63-4-5
"	"	Secs 2, 3 and 4, twp 62-5-5
"	"	Secs 7 and 18, twp 62-6-5
"	"	Sec 13, twp 62-7-5
"	"	Sec 10, twp 62-6-5
"	"	Sec 17, twp 62-7-5
I D	642	Secs 1, 2 and 11, twp 62-8-5
I D	669	Secs 3, 4, 5, 8 and 9, twp 66-2-5
I D	670	Secs 6 and 7, twp 64-4-5
I D	665	Secs 2, 12, 24, 25, 36, twp. 68-16-4
"	"	Lac La Biche Settlement
"	"	Secs 9, 29 and 32, twp 67-17-4
"	"	Secs 4, 5 and 9, twp 67-17-4
"	"	Sec 32, twp 66-17-4
I D.	666	Secs 7 and 24, twp 67-13-4
I D	667	Secs 15, 22, 27, twp 68-21-4
"	"	Secs 17, 28, 29 and 33, twp 68-18-4
"	"	Secs 25, 26, 35, 36, twp 68-21-4
"	"	Secs 2, 3, 4, 9, 10 and 11, twp 68-18-4
"	"	Sec 18, twp 68-18-4
"	"	Sec 24, twp 67-19-4
"	"	Sec 34, twp 66-19-4
"	"	Secs 23, 25 and 26, twp 66-20-4.
I D	695	Secs 7, 17, 18 and 20, twp. 69-15-4
"	"	Secs 23 and 24, twp 69-15-4
"	"	Secs 4, 8, 9, 17, 18 and 19, twp 69-14-4
"	"	Sec 28, twp 69-15-4
I D.	696	Secs 18, 19 and 21, twp 68-21-4
I D	726	Secs 1 and 12, twp 69-16-4

MISCELLANEOUS

I D's and M D's.

M D	37	W 1/2 16-6-20-4, Parcel, Dept of Agriculture
I D	68	N W 1/4 1-9-22-4, Weigh Scales Site
I D	276	N E 1/4 11-29-20-4, Implement Yard
"	"	N 1/2 15-28-19-4, Ferry Grounds
"	"	N E 7-29-20-4, Disposal Grounds
M D	277	N W. 9-29-20-4, Disposal Grounds.
M D	393	S W 35-41-8-4, Clay Pit
M D	394	S 1/2 4-44-12-4, Legal Subdivisions
M D	551	N E 1/4 11-53-4-5, Gravel Pit
I D.	526	Sec 27-52-20-5, Gravel Pit
I D.	611	Sec. 31-61-5-5, Implement Yard

TELEPHONE EXTRA RIGHT-OF-WAY

I D's and M D's.

M D	248	Twp 26-22 and 23-4
"	"	Twps 27 and 28-21 and 22-4
"	"	Twps 25 and 26-23-4
M D	338	Twps 35 and 36-23-4

BUILDINGS BRANCH

Report for the Fiscal Year ending March 31, 1941

(W. D. STACEY, *Superintendent of Buildings*)

The work of this Branch was carried out along similar lines to previous years. During the season plans were prepared by our architectural staff for a great number of projects throughout the Province in connection with the institutions and public buildings. Considerable alterations, capital and maintenance work were carried out. All work was performed by day labour under the supervision of our foremen.

The following is a list of the various projects:

Provincial Mental Institute, Oliver.

Dormitory Unit No. 5.—This three-storey building is of monolithic reinforced concrete construction, faced with stucco. The building is roughly "E" shaped with the main section facing north, with the three wings extended south from this section. The total length of the structure is 232 feet and the overall depth is 128 feet.

The main section includes one large day-room, two small day-rooms, two dormitories (20 beds each), and eight side-rooms (private rooms) at each end.

The central wing is the service wing, containing bath and shower rooms, toilet rooms, dressing rooms, clothing rooms, wash room service kitchen, utility rooms, and on the two lower floors, hydrotherapeutic treatment rooms. The upper floor contains occupational therapy studios. Elevator service is provided in this wing, as well as the main stair, and access to the connecting corridor.

The end wings each contain 36 side-rooms, along with the necessary bath and shower, and toilet rooms, etc.

The floors of the unit are finished in terrazzo or linoleum as dictated by the use to which the various rooms are to be adapted.

Four reinforced concrete built-in fire escapes are a feature never before incorporated in institutional buildings in this Province. The use of this type of escape eliminates the danger of ice and snow which collects on exterior escapes, and also provides a much safer passage to safety for the patients in case of emergency. These stairs also provide inter-communication between the various floors as they eliminate long distances to the main stair.

The heating unit is carried out by steam convactor cabinets in all except the end wings, which are equipped with forced warm air units. Steam is carried by pipe-line from the power house to the building.

The use of forced warm air to heat the end wings is made necessary by the type of patients housed in these rooms. Heating coils, plenum chamber and fans for forced warm air heating are located in sub-basement fan-rooms, located directly below the small day-rooms at each end of the main section of the building.

The building when complete will house 207 women patients, and will be connected with the dining hall and other buildings at

the Hospital by a connecting corridor, 500 feet long. Provision has been made in laying out the units and grounds for future expansion.

Storage and Machine Shop.—The material used was salvaged from the dismantling of several old buildings.

Wash Room, South Side Repair Shop, Edmonton.

This addition to the main building was erected for the cleaning of road equipment, and the construction is of hollow tile stuccoed on the exterior, the interior finish being cement plaster. The floor is of cement and falls to a catch basin and sump.

Weight-Scale Houses, Highway Traffic Board.

Two of these weigh-scale houses were erected, one at Edmonton and one at Lethbridge. The construction is of frame and stucco with concrete foundation for the scales.

Health Clinics.

Two buildings were renovated for health clinics at Legal and Didsbury.

Provincial Building, Edmonton.

Floor plan revised in accordance with requirements.

Miscellaneous work carried out by our Architectural Branch:

Department of Lands and Mines, Edmonton.

Plans were drawn for proposed buildings as follows:

Radio Station for Calgary, Lethbridge and Lac La Biche.

Office Building for Forestry Division.

Rangers' Cabin for Forestry Division.

Garage and Storage Building, Calgary, Lethbridge and Lac La Biche.

Garage and Storage Building, Edson.

Six-room Bungalow for Calgary and Edson.

Special Areas Office, Hanna.

Plans were prepared for conversion of an existing building to an office for the Special Areas Board. The building is frame and stucco.

Hog Feeder Plan and Oat-Hull Separator.

Drawings for construction of a hog feeder and for an oat-hull separator were prepared in the Architectural Division for the Department of Agriculture.

School Building Plans, Department of Education.

The Architectural Branch prepared 69 special plans for schools during the year, as well as specifications, etc., general supervision of the Buildings Branch, Department of Education. A total of 667 hours was spent on Department of Education work.

Miscellaneous Charts, Plans, etc.

A number of charts, plans, maps, etc., were prepared by our Architectural Branch for other departments.

Carpenter Shop, Edmonton.

This branch of the work has been extremely busy supplying furnishings and equipment for the various institutions and buildings throughout the Province.

DEPARTMENT OF PUBLIC WORKS

CAPITAL EXPENDITURE

Apprn No.

756	Furnishing and Equipment, Legislative and Departmental Buildings and Public Institutions, including S W 23	\$ 24,194 63	
S W 30	Provincial Training School, Red Deer	510 08	
			\$ 24,704 71
759	Sites and Construction	\$226,092 32	
S W. 27	Radio Station, West End	1,460 00	
			227,552 32
S W 10	Purchase of Equipment, Training School, Red Deer	\$ 3,969 49	
S W 18	Moving Debt Adjustment Board, Edmonton	1,971 60	
			5,941 09
			<u>\$258,198 12</u>

INCOME EXPENDITURE

708	Administration	\$ 17,109 57	
709	Legislative and Departmental Buildings, including O. C 1621, S W 27, S W 35/40-41, O/C 499, O/ 697/41	478,851 97	
710	Public Institutions	102,489 99	
713	Government House, including O/C 499/41, O/C 697/41, S W. 33/40-41	6,443 00	
726	Defence of Buildings	4,237 08	
727	Provincial Marketing Board	2,249 02	
S W 17	Health Units, Didsbury and Legal, including S W 28	2,793 16	
			<u>\$614,173 79</u>

MECHANICAL BRANCH

Report for the Fiscal Year ending March 31, 1941

(VERNON PEARSON, *Superintendent*)

The Mechanical Branch is now charged with the following responsibilities:

1. The maintenance and operation of power plants and utility service of the eight largest institutions.
2. The administration of The Steam Boilers Act.
3. The administration of The Factories Act.
4. The administration of The Tradesmen's Qualification Act as it applies to Welders.
5. The administration of The Electrical Protection Act.

Power Plants and Institution Maintenance.

The demands for various utility services were approximately the same as the previous year. A very determined effort was made to slow down or stop the continued increase in the demand for services in order to keep the costs from exceeding our appropriations.

A new continuous flow activated sludge sewage disposal plant was put into operation at the Oliver Mental Institute. This plant is designed for an ultimate capacity of 2,000 population. The unit in operation has a capacity for 1,000 population. The addition of some mechanical equipment will raise its capacity when necessary to take care of 2,000 persons. A new boiler of 300 h.p. equipped with a forced draft chain grate stoker has been installed in an addition to the boiler room, and a 300 k.w. engine generator set has been installed in the engine room. A 100 k.w. set was removed to make room for the new engine.

At Ponoka the work of remodelling the heating system was continued, and is now nearing completion.

At the Central Alberta Sanatorium work was started on remodelling the piping system in the buildings, and some alterations were necessary in the main sewers. Cast-iron pipe was substituted for tile pipe in order to get rid of difficulties caused by tree roots entering the sewer.

PROVINCIAL GOVERNMENT POWER PLANT STATISTICS
For Year ended March 31st, 1941
(VERNON PEARSON, Mechanical Superintendent)

No	Name	FUEL		WATER		ELECTRICITY		MECHANICAL REFRIGERATION Purchased (Tons)	Expenditure for Maintenance and Operation
		Coal (Tons)	Gas (Cubic Feet)	Pumped from Local Sources (Imperial Gallons)	Purchased (Imperial Gallons)	Generated	Purchased		
1.	Parliament Building and Administration Building, Edmonton	5,230			20,830.187	1,117,400	115,780		\$ 27,168 10
2	Institute of Technology and Normal School, Calgary	13,611	1,011,000		3,530.797		23,000		10,048 22
3.	Ponoka Mental Hospital	2,859		60,644,000		1,358,265		5,500	95,135 63
4.	Fort Saskatchewan Gaol	2,607		10,990,000		252,525			18,282 14
5.	Lethbridge Gaol	5,884		8,168,600	7,069 125	115,895			14,858 21
6	Oliver Mental Institute				29,015,937	587,700			43,621 38
7	Central Alberta Sanatorium, Calgary		46,835,000	28,365,300		353,040		1,112	25,699 12
8	Provincial Training School, Red Deer	2,238			12,910,480	29,200	80,165		20,613 62
TOTALS		32,568	47,846,000	108,167,900	73,356,526	3,814,025	218,945	6,612	\$255,426 42

Total Coal used	32,568 Tons
Total Gas used	47,846,000 Cubic Feet
Total Water used	181,524,426 Imperial Gallons
Total Electricity used	4,032,970 Kilowatt Hours
Total Refrigeration	6,612 Tons

NOTE.—The Institute of Technology was transferred to Victoria Park in August, 1940, and the Normal School to King Edward School, Calgary. Therefore, the above figures for P.P. No. 2 are not comparable with former years.

THE STEAM BOILERS ACT

Several accidents have occurred to boilers and pressure vessels during the year, but fortunately no person has been injured as a result.

The outstanding new installation during the year was the Alberta Nitrogen Company plant located near Turner Siding, just south of Calgary. This plant is a unit of the National Defense Industries, and contains a number of vessels that will operate at 5,200 lbs. per square inch. Surveying the designs for this plant has taken up a great deal of time during the year. The inspection of this equipment will require considerable attention from our Calgary staff.

When designs have been submitted for our approval, those covering equipment to be used in the war effort have always been given precedence. This procedure has caused a few complaints, but we have strictly followed this policy.

Inspector Anderson visited the Peace River district from June 17th to July 21st, taking care of necessary inspections and holding Engineers' examinations at High Prairie, Peace River and Grande Prairie. He reports these examinations were well advertised in the local press, but very few candidates took advantage of this opportunity.

A number of complaints were received regarding illegal operation. On receipt of these reports our inspectors were ordered to make an investigation. In most cases, the charges could not be substantiated.

The following is a summary of work accomplished during the year, along with a comparative summary of work and revenue for the years 1939-40 and 1940-41:

Type of Boiler or Pressure Vessel Inspected	1939-40	1940-41
Horizontal Return Tubular	399	408
Horizontal Furnace	52	42
Water Tube	170	134
Locomotive Type	930	726
Vertical	257	246
Air Receivers	1,449	1,237
Heat Exchangers	106	137
Oil Stills		8
Steam Processors	68	41
Steel Heating	265	375
Cast Iron	320	396
Miscellaneous	216	256
Total number inspected	4,232	4,006
Condition of Pressure Vessels Inspected		
Good	2,545	2,528
Fair	1,530	1,334
Poor	96	104
Condemned	35	28
Scrapped	26	12
Total	4,232	4,006

	1939-40	1940-41
Certificates Issued	3,502	3,290
Number of Inspection Visits	5,653	5,551
Number of Special Inspections under Sec 13 of The Boilers Act	47	63
Factory Act Inspections	812	594
Number and Class of Engineers' Certificates Issued		
First Class	1	2
Second Class	19	9
Third Class	80	64
Special Certificates	26	16
Traction Final	21	13
Fireman's Final	28	13
Provisional Certificates	343	380
Welder's Certificates	16	4
Temporary Certificates	37	41
Total	571	542
Number of designs surveyed	197	209
Revenue for Registration of Designs	\$ 1,218 50	\$ 1,364 00
Engineers' Registrations	2,424 00	2,440 00
Engineers' Certificates	3,022 50	2,820 00
Pressure Vessel Registration	32,958 02	34,517 75
Special Inspection Fees	1,238 66	1,284 34
Total Revenue	\$40,861 68	\$42,426 09

THE FACTORIES ACT

A slight increase in the number of persons employed during the year has been noticed, and while such increase was small a notable number of persons were employed for longer periods, resulting in a greater production and distribution within the Province.

Accident Prevention.

During the year Factory Inspectors have had the continued co-operation of employers' and employees' Safety Committees in eliminating many hazards that were found to exist in the larger plants, while in the smaller plants where only a few persons have been employed, the inspectors have relied almost entirely on their own observations of existing dangers, and have made their recommendations accordingly.

Employers continue to ask for special inspections when constructing new factories or making extensive alterations to present plans, or when new equipment is being installed such inspections invariably result in safer operation of a factory.

The drilling of oil wells is considered one of the most hazardous occupations coming within the scope of The Factories Act. This activity has again received special attention by the inspectors throughout the Province.

An interchange of inspection reports, and reports of accidents, has been continued with the Workmen's Compensation Board. Records of 5,254 factory inspections and 762 passenger and freight elevator inspections have been forwarded during the year.

Health.

During the year 76 health recommendations were made by inspectors. These are divided into two classes. First, the installation of sufficient accommodation for the convenience of employees; and second, the maintenance of existing installations as well as a supply of towels, soap, etc.

The ventilation of work shops in garages, rooms in which paint spraying is carried on, and factories where there is an excessive amount of dust has continued to receive the attention of the inspectors, and recommendations have been made when considered

necessary. Four cases of lead poisoning were investigated and recommendations made to prevent a recurrence. These cases were in four different plants.

Child Labour.

Again we are pleased to report that no children were found to be employed in any factory or shop in which the provisions of The Factories Act are applicable, and no requests to permit the employment of children have been received by inspectors.

Inspections.

The cities of Lethbridge and Medicine Hat have received periodical visits from inspectors resident in Edmonton and Calgary. Lethbridge received five such visits during the year and Medicine Hat four.

Table No. 1 sets forth the number and classification of inspections made, together with the number of employees, male and female under each, and the number of recommendations made in each classification.

Under the heading *Safety*, recommendations are made relative to the guarding of machinery, handrails on stairways, runways, platforms, openings in floors, condition of ladders and scaffolding, and free access to fire escapes. Under the heading *Health*, recommendations are made relative to sanitation, ventilation, lighting and housekeeping.

TABLE No 1
SUMMARY OF INSPECTIONS AND EMPLOYEES

	No of Inspections Made	No of Places Inspected	No of Male Employees	No of Female Employees	Total No Persons Employed	No of Recommendations Made	
						Safety	Health
Factories	2,566	2,550	14,309	2,310	16,619	1,102	52
Shops	2,593	2,593	8,302	4,603	12,905	103	23
Office Buildings	95	95	240	41	281	7	1
Totals	5,254	5,238	22,851	6,954	29,805	1,212	76

Passenger and Freight Elevators.

The installation of interlocks on passenger and freight elevators has now been fully completed in accordance with Provincial Elevator Regulations.

There were eleven elevators installed during the year as follows: Four passenger elevators, five power freight elevators, two power dumbwaiters.

Inspections of 762 elevators were made, and of this number 52 were special or requested inspections. During the year one elevator was condemned for future use an elevator, and nine were dismantled or scrapped. Inspectors found 59 elevators that were not being operated at the time of their visit.

Table No. 2 contains information relative to the number of elevator inspections made, classification of such elevators inspected, and the number of recommendations made in each class.

TABLE No 2

SUMMARY OF ELEVATOR INSPECTIONS FOR YEAR ENDING MARCH 31, 1941			
Class of Elevator Inspected	No	Insp	No Rec.
Escalator	7		5
Passenger	187		159
Power Freights	350		505
Manually Operated Freights	51		93
Employee's Belt Lift or Humphries	20		23
Power Dumbwaiter	26		5
Not being Operated	59		4
Condemned	1		
Dismantled or Scrapped	9		
Reinspection. Passenger	6		
Freight	40		5
Manual	5		
Humphrey			
Dumbwaiter	1		
Total	762		799

THE TRADESMEN'S QUALIFICATION ACT

Welders.

Examinations have been conducted at various points throughout the Province. A list of these places and the periods during which the examinations were held is as follows:

Edmonton—April 4, 1940, April 25, 1940, June 7, 1940, Aug 2, 1940, Oct 24, 1940, Nov 1, 1940, Nov 15, 1940, Nov 21, 1940, Jan 25, 1941, Feb 2, 1941, Feb 24, 1941, Mar 3, 1941, Mar 17, 1941; Mar 28, 1941
 Calgary—Aug 28, 1940, Oct 22, 1940, Nov 24, 1940, Jan 11, 1941
 Lethbridge—May 5, 1940, June 6, 1940
 Innisfail—Jan 14, 1941, Jan 18, 1941
 Vegreville—Nov 6, 1940, Nov 13, 1940
 Wetaskiwin—Feb 10, 1941, Feb 12, 1941
 Ponoka—Feb 13, 1941, Feb 14, 1941
 Sterco—Mar 4, 1941, Mar 5, 1941
 Cadomin—Mar 6, 1941
 Mountain Park—Mar, 7, 1941
 Luscar—Mar 8, 1941
 Edson—Mar 10, 1941
 Black Diamond—April 30, 1940

A total of 462 candidates were examined. This involved a total of 527 practical tests and the same number of written examinations. This does not include the supervision and examination of a number of candidates as pressure vessel welders under The Steam Boilers Act.

Out of the above total of welders examined under The Tradesmen's Qualification Act, there were 39 failures. These were as follows: 6 journeymen, 32 specials, and 1 provisional.

It has been necessary to refuse 38 applications because the applicants did not possess sufficient experience as required under the regulations permitting them to undertake the examination.

The Department has found it necessary to refer 16 cases, where it has been reported that persons were operating welding equipment illegally, to the R.C.M.P. No prosecutions were made through these channels, as the persons responsible were advised to discontinue such practices until they obtained the required certificate permitting them to do so. Two operators found welding, without the required certificate of proficiency by the examiner were prosecuted. In both cases the maximum penalty provided by The Tradesmen's Qualification Act was imposed.

CERTIFICATES ISSUED FOR YEAR 1940-41

Journeyman's Certificates	45
Provisional Certificates	9
Temporary Certificates	3
Special Certificates	347
Apprentices' Certificates	71
Total	475
Total Revenue for Examinations	\$2,708 00
Total Registrations of Welders' Certificates	576 00
Total	\$3,284 00

THE ELECTRICAL PROTECTION ACT

The year just ended saw a sharp upturn in the activities of the electrical industry, especially in regard to interior wiring and sales of electrical equipment. This was caused mostly by the transition of the country to a war-time basis.

As it was necessary to erect a large number of buildings in order to house the troops, and as all of these had to be done in a hurry, skilled labour was in great demand. Mechanics of all kinds were required in such numbers that the supply soon ran out. In order to relieve the situation, less rigid rules were adopted, allowing less skilled workmen on the jobs. As a number of buildings were considered temporary in nature, wiring rules were relaxed somewhat in these, but not in those of a permanent nature, so that some of the wiring is below standard. The Defence Department had their own inspectors, but we kept in touch with the situation in order to see that at least a fair degree of safety was maintained.

Besides work done directly in connection with military operations, there was a lot of private buildings, both new and old, renovated to make room for the increased demand for housing, especially around training centres. The rush is now about over, and normal conditions are beginning to prevail again.

Overhead line construction has not been heavy. The following new lines were constructed by the various power companies:

The Calgary Power Company built 37 miles of 13.2 and 22 KV line, and 6.8 miles of 66 KV line in 1940; 29 miles of the 66 KV line is on steel poles. Also during the year they dismantled or abandoned 6 miles of 66 KV line and 2.4 miles of 13.2 taps. During the year they constructed approximately 10.5 miles of 13.2 or 22 KV taps, most of which are located in Turner Valley. They also built a mile of 2,300 volt line to supply the new radio station CKUA, south of Edmonton. During the above period they salvaged approximately 1.7 miles of 13.2 KV taps and 1.5 miles of 2.3 KV taps. They built approximately 4 miles of rural taps and dismantled about a half-mile.

They had the misfortune of having a fire at their Horseshoe plant, on September 16th, 1940, where they lost 4-6000 KVA 72000/12000 volt, 3 phase transformers along with the high tension switch gear and lightning arresters.

This Company began clearing ground for the foundations of the new Lake Minnewanke project. This plant, when finished, will generate approximately 20,000 KVA and will be connected electrically and hydraulically with their other plants on the Bow River. This plan not only augments the electrical supply, but also conserves the water needed for generating it, as the same water will be used four times.

When completed, it will supply Banff, and the Dominion Government's Cascade plant, which supplies the town at the present time, will be dismantled.

In the Grande Prairie district, the Canadian Utilities made an extension of approximately 2,000 feet to serve two rural customers from their 13 KV transmission line, also a 2,500-foot extension, complete, from the Grande Prairie's distribution system to serve the new Military Training Centre.

They rebuilt a section of the distribution system in Vegreville and increased their incoming substation capacity at Vegreville from 600 KVA to 1000 KVA. They built an extension to serve a new pumping station at Vegreville. In addition, they made several small extensions in this district to serve new customers. These small extensions total about 4,000 feet of line.

This Company also rebuilt a portion of the distribution system in Drumheller, and extended their 13.2 KV transmission line from Trochu to Huxley and Elnora, a distance of 14 miles, and built a new system in both. In addition, they built approximately 4,000 feet of new line to serve additional customers, and also installed two sets of capacitors on their lines serving the mining district to help improve regulations.

Cities.

Calgary, Edmonton, Lethbridge, Medicine Hat and Red Deer have been busy rebuilding, extending and increasing capacity of transformers and conductors to take care of increasing load. At Medicine Hat a distribution system has been built to serve the village of Redcliff. The northern part of the Province received more attention this year. Inspections were made in quite a number of places for the first time, including the town of Peace River, Fairview and district, as well as McLennan and the Grande Prairie district; also the district adjacent to Edmonton.

Industrial Plants.

The largest undertaking under this heading completed during 1940 was the new unit at the Imperial Oil Refinery, East Calgary, consisting of an additional 900 KVA 13.2 KV to 440 volts. This doubles the capacity of the refinery. It was completed early in the year. Work had also been undertaken in the new plant of the Alberta Nitrogen Company, Ltd., in East Calgary, and it is expected it will be completed by August, 1941. This plant, when completed, will have an estimated capacity of 20,000 KVA, which is quite a large plant. The Burns Co. at Calgary have completed rebuilding their electrical system during the year.

The various grain companies were quite active in electrifying their elevators and annexes, of which a great many were built during the year. Where engines needed replacing and electric services were available, motors were installed. In other places, 6 volt units were installed consisting of a small generator belted to the drive shaft for lighting only.

Outside and Interior Wiring.

Inspections have been made in the following cities, towns, villages, hamlets, etc.: Acme, Airdrie, Alix, Athabasca, Banff, Barrhead, Beiseker, Bentley, Benalta, Berwyn, Black Diamond, Blue Sky, Bonnyville, Brooks, Buford, Calmar, Clairmont, Car-

stairs, Champion, Claresholm, Clyde, Coaldale, Coleman, Crossfield, Eckville, Elnora, Entwistle, Fairview, Forest Lawn, Gleichen, Grande Prairie, Grimshaw, Heinsburg, Hines Creek, Hobbema, Huxley, Innisfail, Irricana, Lac La Biche, Legal, Lacombe, Leslieville, Macleod Airport, Magrath, Medicine Hat, Morinville, McLennan, Nanton, Olds, Raymond, Red Deer, Redcliff, Rimbey, Rocky Mountain House, Sexsmith, St. Albert, Strathmore, Sylvan Lake, Thorsby, Three Hills, Trochu, Vermilion, Vimy, Vulcan, Westlock.

Inspections made by this office during the year:

Overhead Line Inspections	66	
Grain Elevators	179	
Interior wiring other than Grain Elevators	768	
		1,013
Inspections by supply companies' servicemen		313
Total		1,326

Eric F. V. Robinson, Electrical Inspector, resigned to accept a position as senior research assistant in the Division of Physics and Electrical Engineering of the Canadian Research Council at Ottawa.

HIGHWAY TRAFFIC BOARD

(A. CHARD, *Chairman*; W. T. AIKEN, *Secretary*)

The work of the Highway Traffic Board was considerably increased during the fiscal year due to the transfer of all truck licenses to their jurisdiction as from April 1, 1940. The setting up of a complete new system of records and classification, taxes the energy of the staff to the utmost, but the work was completed in time to prepare the new application forms for the year 1941-42.

The following certificates were issued during the year for bus operation, and were in effect as at March 31, 1940:

NAME	ROUTE
Brewster Transport Company	Calgary to Banff
Bus Universal Supply	Edmonton to Beverley
Canadian Coachways	Edmonton to Winfield
	Edmonton to Athabasca
	Edmonton to Lac La Biche
A P Collins	Edmonton to Mayerthorpe
	Gunn to Rich Valley
Casa Grande & Petrone	Hillcrest to Bellevue & Mohawk Mine
Drumheller Bus & Taxi Company	Drumheller to East Coulee
	Drumheller-Wayne
	Drumheller to Nacmne
	Drumheller to Midland
Glacier Park Transport Company	Carway to Waterton Park
Highway Transports	Bruderheim to Willingdon
D T Johnson	Lethbridge to Coutts
Lethbridge Northern Bus Lines	Lethbridge to Turin
R F Latimer	Edmonton to Newbrook
	Edmonton to Flatbush
Oliver Employees Association	South Edmonton to Oliver
G McMorris	Calgary to Lomond
Felix Monden Transportation Co	Calgary to Turner Valley
Northland Arrow Lines	Edmonton to Barrhead
	Barrhead to Fort Assiniboine
E Oswald	Lethbridge to Etzikom
Red Bus Lines	Calgary to Alsask
	Calgary to Consort
	Carbon to Central Service Station
	Stettler to Rimbey
Rocky Mountain Tours & Transport	Calgary to Banff (Limited Certificate)
Sorenson Bus Lines	Red Deer to Rocky Mountain House
	Red Deer to Red Deer Air Training School
Sunburst Motor Coaches	Edmonton to Wainwright
	Edmonton to Hardisty
	Wetaskiwin to Winfield
	Edmonton to Vilna
U M W A, Lethbridge	Miners Library to Galt Mines
Van Wert, T	Redcliff to Medicine Hat
Welsh, David	Bellevue to Mohawk Mine
Western Canadian Greyhound Lines	Calgary to East Gate Banff Nat Park
	Edson to East Gate Jasper Nat Park
	Calgary to Edmonton
	Calgary to Macleod
	Calgary to Lethbridge
	Calgary to Medicine Hat
	Macleod to Walsh
	Lethbridge to Cardston to Macleod
	Macleod to Crowsnest
	Edmonton to Lloydminster
	Edmonton to Edson
	Vegreville to Cold Lake
	Entwistle to Drayton Valley

It will be noted that the franchise granted to the Western Canadian Greyhound Lines Limited for operation between Edson and Jasper and between Calgary and Banff was for the tourist season only, and was granted for the purpose of giving increased service to the large number of tourists who desire to travel by bus over these lines.

A number of applications were received by the Board for franchises to accommodate soldiers and airmen located at training centres. These were for short distances only.

An application was received from the Central Canadian Greyhound Lines Limited for the transfer of their stock to the newly-formed company (The Western Canadian Greyhound Lines Limited), and this application was granted.

In spite of the fact that new lines for bus operation were opened up during the year, there was a decrease in the number of miles actually covered. This was due entirely to weather conditions and the extended period during which it was necessary to ban heavy traffic from main highways.

The mileage covered by busses operating over surfaced highways during the fiscal year was 2,884,606, and over dirt roads 466,236, making a total of 3,350,842, a decrease of 164,101 miles from the preceding year.

The number of passenger miles operated over surfaced roads was 75,499,428, and over dirt roads 7,180,520.

The number of busses licensed was 150.

The number of livery certificates issued was 115, and 261 licenses were granted to these operators for the operation of livery and taxicab units.

The total number of license plates issued by the Board was 27,246, and these were classified as follows:

Public Service Vehicles (P S V)	4,318
Commercial Vehicles (C V)	2,167
Farm Licenses (D)	15,982
Cities, towns, 7 villages (C)	2,856
Miscellaneous	1,923
	27,246

PROVINCIAL GAOL, FORT SASKATCHEWAN

(J. D. McLEAN, *Warden*)

The daily average population during the year 1940-41 was 297.6. The general health of the inmates of this institution has been excellent.

Farming operations this year are shown by the following summary:

Item	Acreage	Yield
Wheat	310	12,994 bushels
Oats	213	13,332 bushels
Barley	203	4,857 bushels
Hay	96	106 tons
Green Feed	22	32 tons
Vegetables	49	Various

CASH STATEMENT—SUMMARY

Gaol operations (including administration)	\$ 80,913 26
Maintenance of building and operation of Power plant	22,249 73
Gross Cost	\$103,162 99
Less revenue	7,981 62
Net Cost	\$ 95,181 37
Average daily population	297 6
Per capita cost per prisoner per day	
Gaol operations	\$ 744
Buildings and Power Plant cost	204
Gross per capital cost	948
Less revenue per capita	073
Net per capita cost	\$ 875

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDING MARCH 31st, 1941

MALE

Month	Admitted		Discharged	
	Comm	Sent	Comm	Sent
April, 1940	16	91	25	111
May, 1940	31	101	32	117
June, 1940	39	118	32	102
July, 1940	27	105	34	103
August, 1940	34	80	30	123
September, 1940	39	68	38	60
October, 1940	32	105	31	101
November, 1940	43	89	38	100
December, 1940	25	80	28	94
January, 1941	30	104	37	92
February, 1941	22	81	22	77
March, 1941	27	79	23	75
	365	1,101	370	1,155

ANNUAL REPORT OF PRISONERS FOR YEAR ENDING MARCH 31st, 1941

MALE

Total number of Male Prisoners admitted		1,466
Total number of Male Prisoners discharged		1,525
	Comm	Sent
Male Prisoners in Gaol as at March 31st, 1940	14	301
Male Prisoners admitted year ending March 31st, 1941	365	1,101
Total	379	1,402
Male Prisoners discharged year ending March 31st, 1941	370	1,155
Total Male Prisoners in Gaol as at March 31st, 1941	9	247
Daily Average Male Prisoners for year ending March 31st, 1941		262

DISCHARGES

Time expired	1,032	Transferred to R C M P	66
Released for trial	314	Transferred to hospital	2
Paroled	41	Transferred to Prince Albert	8
Released, fine paid	25	Transferred to Ponoka	5
Released by Immigration	1	Conviction quashed	5
Released by Dr Orr	3		
Released by Attorney-General	5		1,525
Released on bail	18		

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SENTENCES

Under 30 days	144	1 year to 2 years	83
30 days to 2 months	412	Over 2 years	2
2 months to 3 months	120	Indefinite	3
3 months to 4 months	87	Previously shown	30
4 months to 5 months	89		
5 months to 6 months	8		1,101
6 months to 9 months	83		
9 months to 1 year	40		

REMISSIONS

Receiving full remission	1,032
Receiving no remission	493
	1,525
Total remission earned	12,044
Number participating	1,032
Average earned per prisoner	11 56

COUNTRY OF BIRTH

Canada	563	Czechoslovakia	7
United States of America	56	Finland	9
England	30	Lithuania	5
Scotland	41	China	2
Ireland	47	Hungary	9
Wales	1	Bohemia	1
Austria	63	Iceland	1
Poland	75	Belgium	1
Russia	30	South America	1
Germany	33	Australia	1
Sweden	18	Yugoslavia	7
Norway	36	Luxembourg	1
Roumania	11	Egypt	1
Ukraine	9	Previously shown	30
France	2		
Italy	4		1,101
Holland	1		
Denmark	5		

AGES

Under 20 years	65	Over 70 years	9
20 years to 30 years	278	Previously shown	30
30 years to 40 years	296		
40 years to 50 years	196		1,101
50 years to 60 years	185		
60 years to 70 years	42		

CRIMES

Against Property	282
Against any other Act	426
Against Religion and Morals	147
Against the Person	89
Against Public Law and Order	127

PREVIOUSLY SHOWN

Previously shown as sentenced and out for various reasons and now returned to complete sentence or additional sentence	30
	1,101

FEMALE

Month	Admitted		Discharged	
	Comm	Sent	Comm	Sent
April, 1940	8	20	8	14
May, 1940	9	24	10	20
June, 1940	4	17	6	20
July, 1940	6	11	5	20
August, 1940	3	20	4	18
September, 1940	5	10	4	14
October, 1940	2	15	1	9
November, 1940	3	13	5	21
December, 1940		23		16
January, 1941	10	24	6	22
February, 1941	12	25	15	24
March, 1941	4	24	4	20
	66	226	68	218

FEMALE

Total number of Female Prisoners admitted		292
Total number of Female Prisoners discharged		286
Female Prisoners in Gaol as at March 31st, 1940	Comm	Sent
Female Prisoners admitted, year ending March 31st, 1941	66	226
Total	69	258
Female Prisoners Discharged year ending March 31, 1941	68	218
Total Female Prisoners in Gaol at March 31st, 1941	1	40
Daily average Female Prisoners for year ending March 31st, 1941		35 6

DISCHARGES

Time expired	182	Transferred to hospital	2
Released for trial	65	Transferred to Ponoka	1
Paroled	5	Released, Judge's Order	1
Released, fine paid	7		
Released by Dr. Orr	16		286
Released on bail	4		
Transferred to R C M P.	3		

REMISSIONS

Receiving full remission	182
Receiving no remission	104
	286
Total remission earned	1,467
Number participating	182
Average earned per prisoner	8 6

SENTENCES

Under 30 days	18	1 year to 2 years	3
30 days to 2 months	86	Over 2 years	
2 months to 3 months	31	Indefinite V D	18
3 months to 4 months	36	Previously shown	4
4 months to 5 months	11		
5 months to 6 months	12		226
6 months to 9 months	5		
9 months to 1 year	2		

COUNTRY OF BIRTH

Canada	170	Germany	3
United States	21	Sweden	2
England	8	Ukraine	2
Scotland	3	Denmark	1
Ireland	3	Previously shown	4
Austria	2		
Poland	4		226
Russia	3		

AGES

Under 20 years	31	Over 70 years	2
20 years to 30 years	94	Previously shown	4
30 years to 40 years	51		
40 years to 50 years	29		226
50 years to 60 years	10		
60 years to 70 years	5		

CRIMES

Against Property	19
Against any other Act	102
Against Religion and Morals	76
Against the Person	11
Against Public Law and Order	14

PREVIOUSLY SHOWN

Previously shown as sentenced and out for various reasons and now returned to complete sentence or additional sentence	4
Total	226

PROVINCIAL GAOL, LETHBRIDGE

(H. HOLT, *Warden*)

The daily average population for the year ended March 31st, 1941, was 184.36 (including prisoners maintained outside the Gaol), an increase of 18.8 over the previous year.

The general health of the inmates has been good.

Necessary building operations and general improvements were made, including the reconstruction of the slaughter house.

FARM OPERATIONS			
Item	Acreage		Yield
Wheat	248	6,068	bushels
Oats	106	6,394	bushels
Barley	62	3,307	bushels
Mangels	8	100	tons
Turnips, Field	3	75	tons
Potatoes	36	400	tons
Other Vegetables	13	95½	tons
Sugar Beets	17	250 9	tons
Alfalfa Hay	167	333 33	tons

CASH STATEMENT—SUMMARY		
Gaol operation (including administration)		\$56,131.75
Maintenance of Buildings and operation of Power Plant		20,559 73
Gross Cost		\$76,691 48
Less Revenue		13,906 46
Net Cost		\$62,785 02
Average daily population		184 36
Per capita cost per prisoner per day		
Gaol operation	\$ 834	
Buildings and Power Plant costs	.305	
Gross per capita cost	\$1 139	
Less Revenue per capita	206	
Net Per Capita cost	\$ 933	

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDING MARCH 31st, 1941

Month	Daily Average	Admitted			Discharged		
		Sent	Comm	Rem	Sent	Comm	Rem
April, 1940	160 83	81	5	6	73	2	9
May, 1940	150 37	68	3	6	90	6	7
June, 1940	159 36	82	4	7	60	2	6
July, 1940	172 22	74	6	3	57	1	4
August, 1940	182 57	70	1	4	59	6	5
September, 1940	194 43	89		5	73	5	2
October, 1940	211 00	116	4	1	108	1	4
November, 1940	194 60	67	1	5	92	2	4
December, 1940	196 70	95	2		97		1
January, 1941	192 96	71	1	1	67	2	1
February, 1941	187 96	51	4		59	1	
March, 1941	162 54	63	1	2	87	6	1
Monthly average	180 46	927	32	40	922	34	44

Total number of prisoners admitted during year 1940-41 (5 previously accounted for and included in above) 999

Total number of prisoners discharged during 1940-41 1,000

	Sent	Comm	Rem.
Number of prisoners in Gaol on April 1st, 1940	147	3	5
Number of prisoners admitted during year 1940-41	927	32	40
Total	1,074	35	45
Number of prisoners discharged during 1940-41	922	34	44
Number of prisoners in Gaol on March 31st, 1941	152	1	1
	1,074	35	45

Number of prisoners who have served previous sentences	661
Number of days remission earned during 1940-41	8,250
Number of prisoners participating	842
Number of days of remission per prisoner	10 11
Number of prisoners on Appeal	7

SENTENCES

Under 30 days	145	Committed for trial	32
30 days to 2 months	460	Remanded	40
2 months to 3 months	101		72
3 months to 4 months	30	Sentenced to Prince Albert Peni-	
4 months to 6 months	80	tentiary	16
6 months to 9 months	19		
9 months to 1 year	32		994
1 year to 18 months	13	4 sentenced men returned from	
18 months to 2 years	22	Court and 1 sentenced man re-	
2½ years	2	turned from the Galt Hospital	
Indefinite	2	Previously accounted for	5
	906		999

DISCHARGES

Completion of sentence	856	Released on bail	4
Discharged to Court	87	By order of Attorney-General	1
Deported	4	Conviction quashed	3
To Ponoka Mental Hospital	3	To Galt Hospital	2
To Prince Albert Penitentiary	5	To R C M P	1
Ticket of leave	8		
By order of Governor General	12		1,000
Fine and costs paid	11		
To Military Authorities	3		

COUNTRY OF BIRTH

Canada	650	Lithuania	1
Ireland	22	Norway	16
Scotland	44	Peru	2
England	38	Poland	20
Wales	9	Roumania	10
Newfoundland	3	Russia	18
British West Africa	1	Serbia	2
Austria	10	Sweden	6
Belgium	5	Switzerland	2
Bessarabia	1	Ukraine	1
China	4	U S A	70
Czechoslovakia	9	Unknown	1
Denmark	10		
Finland	4		994
Germany	16	Previously accounted for	5
Holland	3		
Hungary	11	Total	999
Italy	2		
Jugoslavia	3		

AGES

Under 20 years	80	70 years and over	5
20 to 29 years	325		
30 to 39 years	265		994
40 to 49 years	182	Previously accounted for	5
50 to 59 years	89		
60 to 69 years	48	Total	999

CRIMES

Against administration of Law and Justice	22
Against Religion and Morals	232
Against the Person and Reputation	72
Against the Rights of Property	305
Wilful and Forbidden Acts	5
Attempts, Conspiracies—Accessories	9
Arrest without Warrant	1
Distress and Commitment	1
Punishments, Fines, Forfeitures, Costs and Restitution of Property	2
Offences under Dominion Acts	174
Offences under Provincial Acts	169
Offences under Municipal By-Laws	2
	994
Previously accounted for	5
	999